

# **INITIAL STUDY**

# **EDENVALE COMMUNITY CENTER**

File No. PP08-003



**March 2008**

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## **SECTION 1            INTRODUCTION AND PURPOSE**

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As the Lead Agency under CEQA, the City of San José has prepared this Initial Study to evaluate the environmental impacts that might reasonably be anticipated to result from the proposed Edenvale Community Center project. The project is proposed in the northeast corner of the existing Caroline Davis Intermediate School campus, located at the intersection of Branham Lane East and Edenvue Drive in the City of San Jose.

This Initial Study of environmental impacts conforms to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations 15000 et. seq.), and the regulations and policies of the City of San José.

## **SECTION 2      PROJECT INFORMATION**

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### **2.1              PROJECT TITLE**

PP08-003 Edenvale Community Center

### **2.2              PROJECT LOCATION**

The approximately 2.3-acre project site is located in the northeast corner of the existing Caroline Davis Intermediate School campus, located at the intersection of Branham Lane East and Edenvue Drive in the City of San José (refer to Figures 2-1 and 2-2).

### **2.3              LEAD AGENCY CONTACT**

Jodie Clark, AICP  
Senior Planner  
Department of Planning, Building and Code Enforcement  
City of San José  
200 East Santa Clara Street  
San Jose CA 95113-1905  
(408) 535-7818  
jodie.clark@sanjoseca.gov

### **2.4              PROPERTY OWNER**

Oak Grove School District  
6578 Santa Teresa Blvd.  
San Jose, CA 95119-1204

### **2.5              PROJECT PROPONENT**

The Redevelopment Agency of the City of San Jose  
200 E. Santa Clara St., 14th Floor  
San Jose, CA 95113

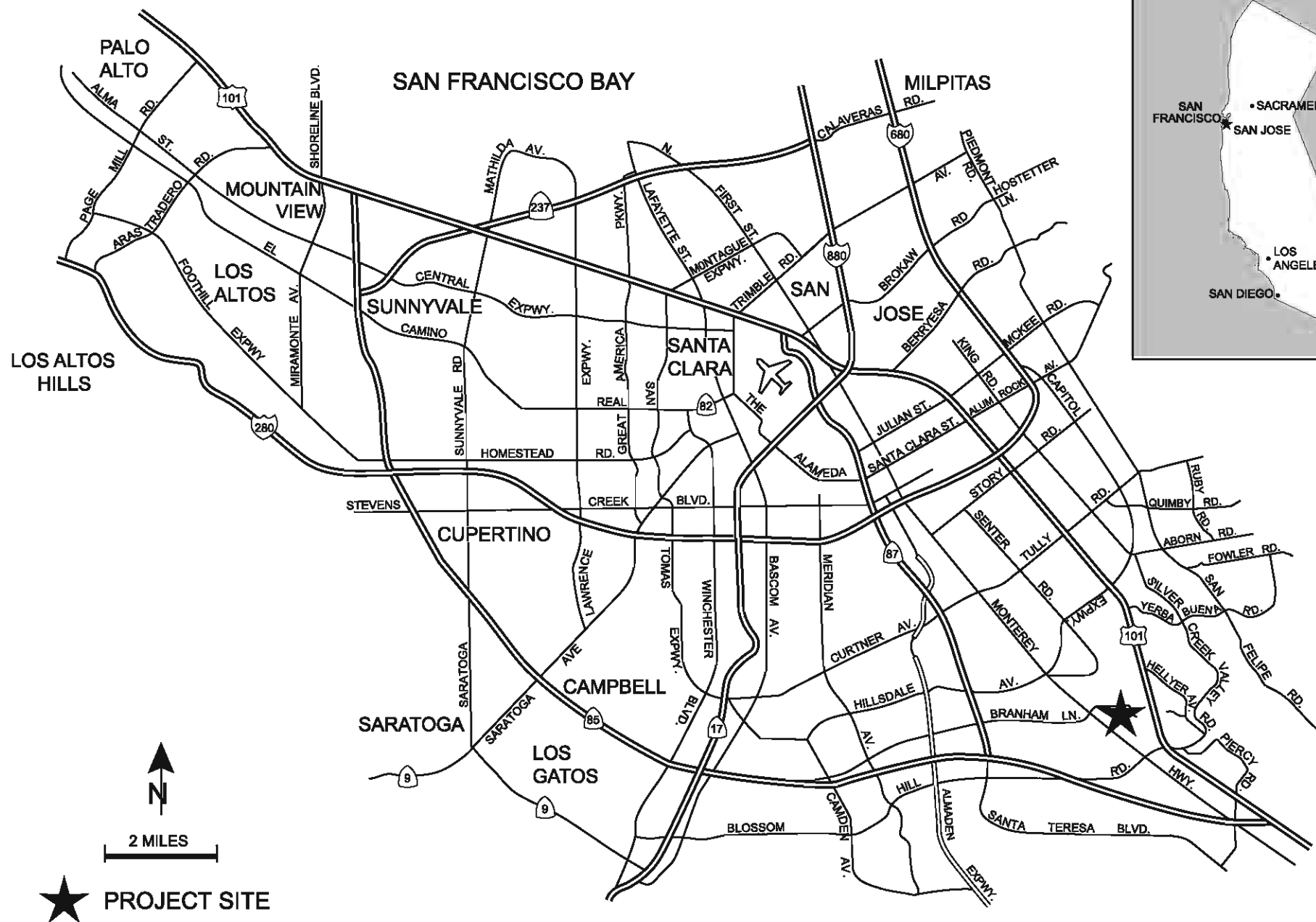
### **2.6              ASSESSOR'S PARCEL NUMBER**

684-25-001

### **2.7              GENERAL PLAN DESIGNATION AND ZONING DISTRICT**

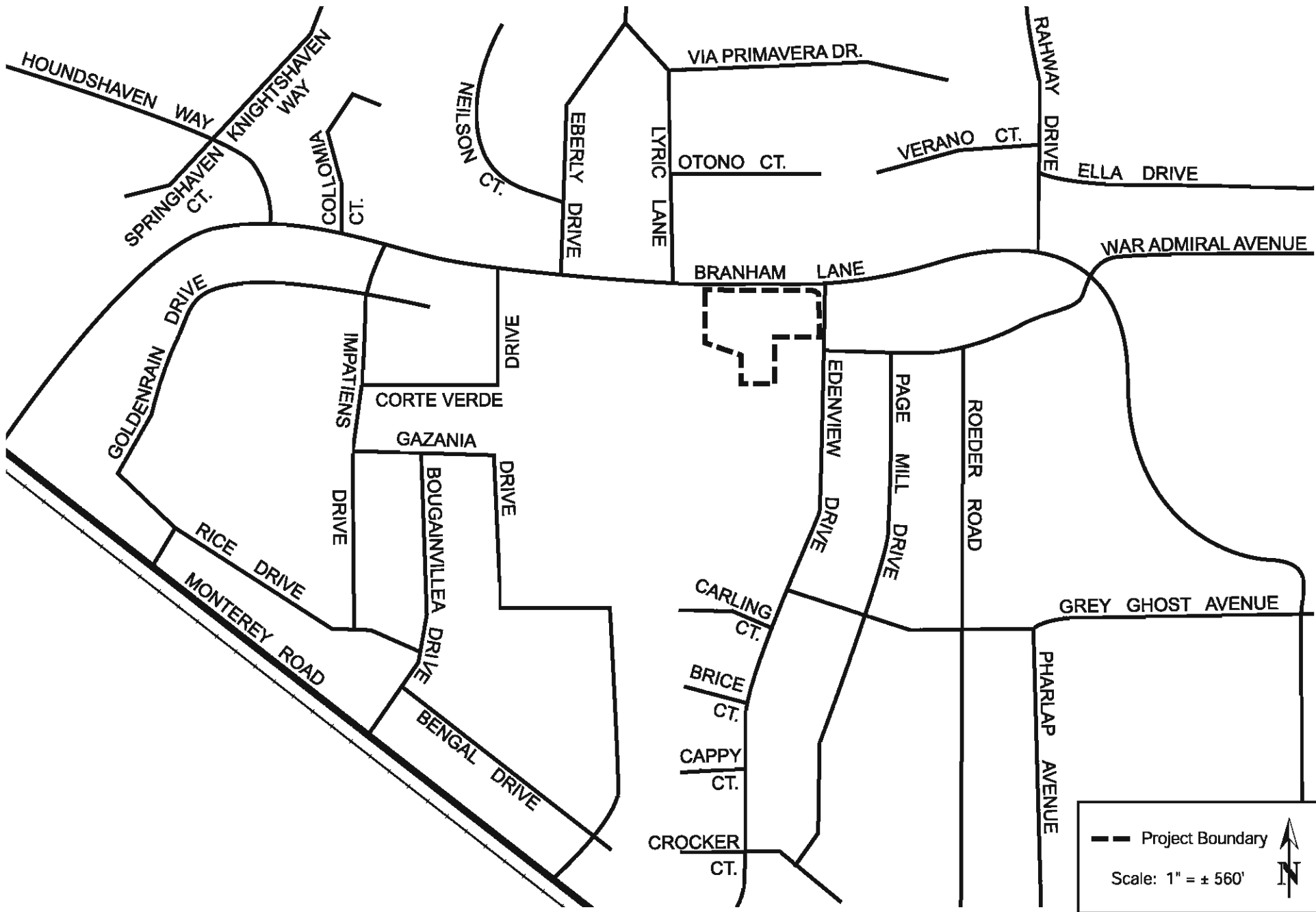
General Plan Designation:      *Public/Quasi-Public*

Zoning District:                  *Single-Family Residential District (R-1-8)*



REGIONAL MAP

FIGURE 2-1



VICINITY MAP

FIGURE 2-2

## **SECTION 3            PROJECT DESCRIPTION**

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### **3.1                    PROPOSED EDENVALE COMMUNITY CENTER**

The Edenvale Community Center would be a joint-use facility between the Oak Grove Elementary School District and the City of San José. The community center would be open for use year-round, seven days a week. During the day, the community center would be used by the District for recreation and education; during the evening and weekends, the community center would be used by the City as a community facility. The proposed community center would serve residents within the area generally bounded by Santa Rosa Drive and Hellyer Avenue to the north, US 101 to the east, and Monterey Road (State Route 82) to the south and west. The proposed community center includes one building, a surface parking lot, landscaping, paved pathways, and outdoor areas (e.g., children's play area). Prior to development of the project, the two existing outdoor basketball courts on the project site would be removed and the existing 30-inch sanitary sewer line that crosses through the site would be relocated. The conceptual site plan for the proposed project is shown on Figure 3-1.

#### **3.1.1                Community Center Building**

The community center building would be approximately 20,500 square feet in size and a maximum of 37 feet tall. The main components of the community center building include a gymnasium, dance/fitness room, computer lab, meeting room/classroom, and an Early Childhood Recreation Center that includes two classrooms and a tot lot. Ancillary uses including restrooms, offices, and storage rooms are also incorporated into the building design. The proposed community center will comply with the City's Green Building Policy. The current design for the proposed community center achieves Silver certification, and Gold certification is still a possibility.<sup>1</sup>

#### **3.1.2                Community Center Uses**

During the day, the community center would primarily be used by the District for recreation and education. School activities currently occurring at the Caroline Davis Intermediate School campus (e.g., assemblies, dances, concerts, sports games and practices, and physical education) would be transferred to the community center. In addition to these transferred activities, the community center would be used by the District for staff development, enrollment, homework assistance, and tutoring.

During the evening and weekends, the community center would be used by the City as a community facility. Various uses are anticipated by the City, including recreation (e.g., basketball, volleyball, indoor soccer, martial arts, and aerobics), theatre, adult education, workshops, and meetings.

##### **3.1.2.3            *Early Childhood Recreation Center***

The Early Childhood Recreation Center (ECRC) would be open days, evenings, and weekends. The ECRC would be operated by the City and would provide positive recreational opportunities for young children and their parent(s).

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<sup>1</sup> Mary Jo McCully. The Redevelopment Agency of the City of San Jose. Phone Communication. December 17, 2007.



### **3.1.3            Parking**

A 55-space surface parking lot is included in the proposed project. A new driveway onto Branham Lane East would provide ingress and egress to the proposed parking lot.

### **3.1.4            Outdoor Lighting**

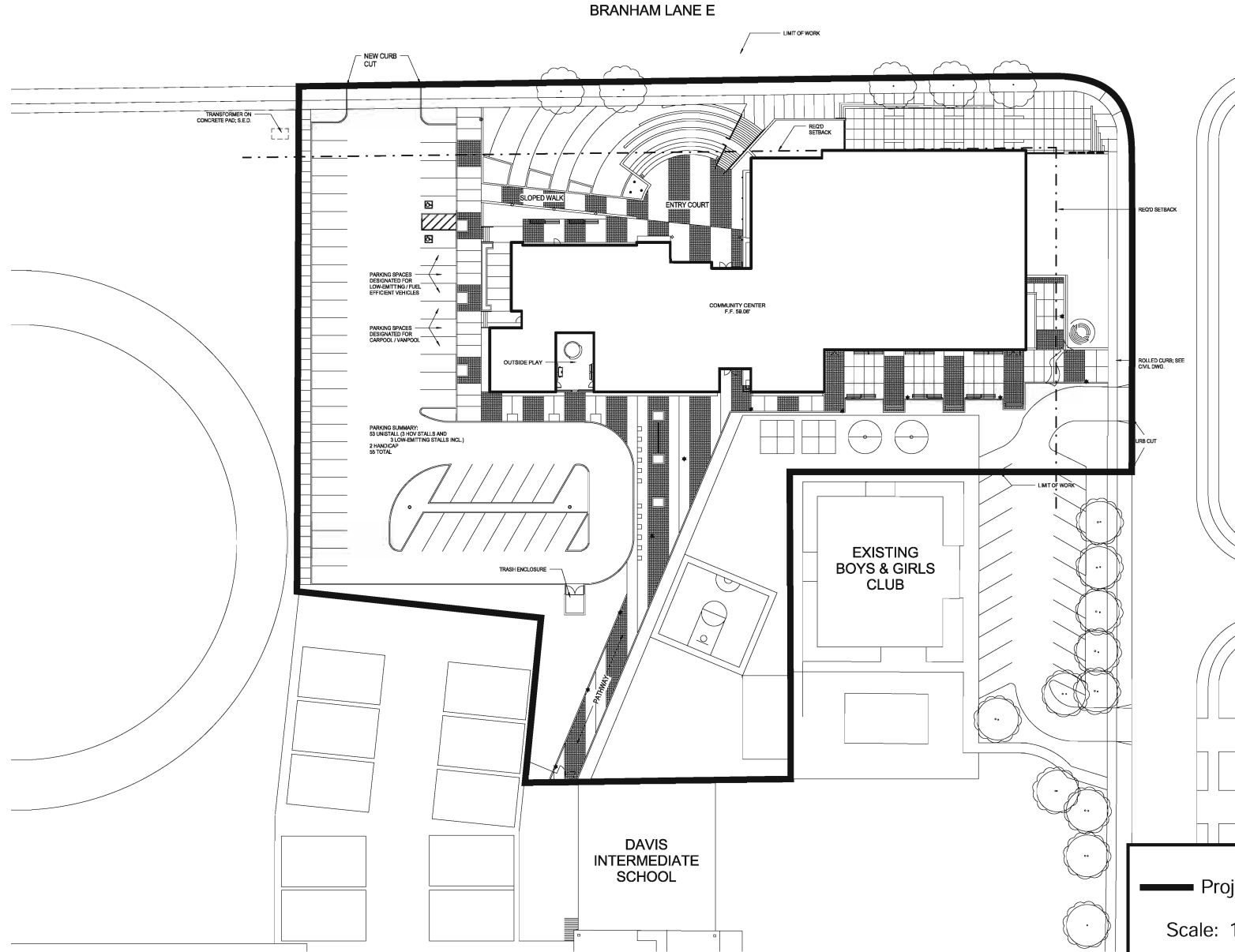
The proposed project includes outdoor lighting that would be located throughout the community center for the security and safety of the community center users. The lights will be angled down towards the ground and shielded to prevent light spill over onto the adjacent properties. The outdoor lighting will conform to the City's Outdoor Lighting Policy (4-3) and meet Leadership in Energy and Environmental Design (LEED) Green Building Rating System requirements, both of which include measures to reduce development impact on nocturnal environments.

### **3.1.5            Outdoor Basketball Courts**

The two existing outdoor basketball courts centrally located on the project site immediately north of the existing Boys and Girls Club building would be removed by the project. The project proposes to construct a new outdoor basketball half-court between the proposed community center parking lot and the existing Boys and Girls Club building.

### **3.1.6            Sanitary Sewer Line**

An existing 30-inch sanitary sewer line crosses the project site in a northwest direction from the intersection of War Admiral Avenue/Edenvue Drive to Branham Lane East. This line would be relocated by the project into the right-of-ways of Edenvue Drive and Branham Lane East. The existing sanitary sewer line that cuts through the project site would be filled in place with slurry.



CONCEPTUAL SITE PLAN

FIGURE 3-1

## SECTION 4 ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

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*This section describes the existing environmental conditions on and near the project site, as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, identifies environmental impacts that could occur if the proposed project is implemented.*

*The right-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of this section. Mitigation measures are identified for all significant project impacts. "Mitigation Measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guideline 15370). Measures that are required by law or are City standard conditions of approval are categorized as "Standard Measures." Measures that are proposed by the applicant that will further reduce or avoid already less than significant impacts are categorized as "Avoidance Measures."*

### 4.1 AESTHETICS

#### 4.1.1 Existing Setting

The project site is located in the northeast corner of the Caroline Davis Intermediate School campus at the intersection of Branham Lane East and Edenvue Drive. The existing site is developed with two outdoor basketball courts and a metal storage shed and is landscaped with turf, trees, and shrubs. The school campus adjacent to the site is developed with large, one-story, academic buildings, play fields, paved recreation areas, and several paved parking areas to the south and west. The project site is located in a residential neighborhood developed with modern one- and two-story, single- and multi-family residences to the north across Branham Lane and east across Edenvue Drive. Most of the structures in the project area appear to be approximately 20 to 40 years old. Existing sources of light in the project area includes lighted parking lots, pathways, driveways, and streets and reflective surfaces such as windows.

The project site is located at the base of a hill. The topography of the project site and the area surrounding the project site to the west, south, and southeast is flat and, as a result, the existing residential development limits views of the project site from these areas. Better views of the project site are from the hillside areas north and northeast of the project site.

The project site is not visible from any designated state scenic highways.

#### 4.1.2 Environmental Checklist and Discussion of Impacts

AESTHETICS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2

AESTHETICS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,14
3) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2

#### 4.1.2.1 *Aesthetic Impacts*

The project site is located on an intermediate school campus that is developed with academic facilities and located in a residential neighborhood developed with one- and two-story, single- and multi-family residences. The proposed community center includes one building that would be approximately 20,500 square feet in size with a maximum height of 37 feet, a 55-space surface parking lot, landscaping, paved pathways, and outdoor areas. The conceptual site plan for the proposed project is shown on Figure 3-1. The proposed project would be similar in character, scale and size to the existing buildings, parking lots, paved pathways, and landscaping on the adjacent school campus and residential development. For this reason, the project would not substantially change the existing visual character or quality of the site and its surroundings.

The project site is not visible from a state scenic highway. Therefore, the project would not damage scenic resources within a state scenic highway.

The project would be similar in character, scale and size to the existing development in the project area. The project site is located at the base of a hill (i.e., not on a ridgeline). Existing development in the project area limits views of the project site. For these reasons, the project would not have a substantial adverse effect on a scenic vista.

Compared to existing development in the project area, the proposed project would include similar lighting and reflective surfaces. The project will meet Leadership in Energy and Environmental Design (LEED) Green Building Rating System requirements, which is intended to minimize light trespass from the building and site, reduce sky-glow to increase night sky access, improve nighttime visibility through glare reduction, and reduce development impact on nocturnal environments. All outdoor lighting would be angled down towards the ground and shielded to prevent light spill over onto the adjacent properties. For these reasons, the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

**Standard Measures:** The project proposes to implement the following standard measure:

- Lighting on the site shall conform to the City's Outdoor Lighting Policy (4-3).

#### 4.1.3 Conclusion

The proposed project would not result in significant aesthetic impacts. [**Less than Significant Impact**]

## 4.2 AGRICULTURAL RESOURCES

### 4.2.1 Existing Setting

The existing project site is located in an urban area within the City of San José. The site is designated by the California Resources Agency as Urban and Built-up land. The project site is not the subject of a Williamson Act contract. There is no property used for agricultural purposes adjacent to the project site.

### 4.2.2 Environmental Checklist and Discussion of Impacts

AGRICULTURAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,4
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,4
3) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,4

### 4.2.3 Conclusion

The proposed project would not result in impacts to agricultural resources. **[No Impact]**

## 4.3 AIR QUALITY

### 4.3.1 Existing Setting

The project site is within the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that monitors and regulates air pollution within the air basin.

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determination of transport and dilution are wind, atmospheric stability, terrain, and for photochemical pollutants, sun light.

Three pollutants are known to exceed the state and federal standards in the project area, ozone, particulates (PM<sub>10</sub>), and carbon monoxide. Both ozone and PM<sub>10</sub> are considered regional pollutants, because their concentrations are not determined by proximity to individual sources, but show a relative uniformity over a region. Carbon monoxide is considered a local pollutant, because elevated concentrations are usually only found near the source (e.g., congested intersections).

BAAQMD defines sensitive receptors as facilities that house or attract children, the elderly, and people with illnesses or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors. Sensitive receptors in the project area include the adjacent intermediate school and residential neighborhood.

### 4.3.2 Environmental Checklist and Discussion of Impacts

AIR QUALITY						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,5
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,5
3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,5
4) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,5
5) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,5

#### **4.3.2.1      *Long-Term Air Quality Impacts***

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for what could be considered a significant impact on existing air quality. A project that generates more than 80 pounds per day of reactive organic gases (ROG) would have a significant impact on regional air quality, according to BAAQMD CEQA guidelines. BAAQMD generally does not consider that a project generating less than 2,000 vehicle trips per day is likely to exceed their adopted thresholds of significance, and does not recommend preparation of a detailed air quality analysis.

The transportation impact analysis completed for the proposed project determined that the project would generate 90 trips per day, which is substantially below the BAAQMD criteria stated above. For this reason, the proposed project would not result in a significant long-term air quality impact and a detailed air quality analysis was not prepared for the project.

#### **4.3.2.2      *Short-Term Air Quality Impacts***

Project construction has the potential to result in short-term air quality impacts resulting from dust generating activities, and the use of solvents, paints and other construction materials that tend to volatilize into the atmosphere. Construction-related air quality impacts associated with the proposed project are the result of dust creating activities, and exhaust emissions from construction equipment. Due to the negligible amount and the short duration of these impacts, all are considered to be less than significant, except for the dust generating construction activities.

Construction activities such as excavation and grading operations and construction vehicles driving over and wind blowing over exposed earth, generate fugitive particulate matter that would affect local and regional air quality. The effects of these dust generating activities would be increased dustfall and locally elevated levels of PM<sub>10</sub> downwind of construction activity. Construction dust has the potential for creating a nuisance at nearby properties.<sup>2</sup>

As discussed in **Section 4.7 Hazards and Hazardous Materials**, serpentine rock beneath the site contains up to three percent asbestos and soil on the site contains less than one percent asbestos. The disturbance of asbestos-containing soil during and after construction could expose workers and people downwind of the project site to airborne asbestos, if dust control is not maintained. Asbestos is a known carcinogen. Standard measures are included in the project to reduce this impact to a less than significant level, and are listed in **Section 4.7.2.2 Potential On-Site Sources of Contamination**.

**Standard Measures:** The following standard measures will be implemented by The San Jose Redevelopment Agency during all phases of construction to prevent visible dust emissions from leaving the site:

- Water all active construction areas at least twice daily and more often during windy periods to prevent visible dust from leaving the site; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two (2) feet of freeboard.

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<sup>2</sup> The word nuisance is used in this Initial Study to mean “annoying, unpleasant or obnoxious” and not in its legal sense.



- Pave, apply water at least three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily (or more often if necessary) to prevent visible dust from leaving the site (preferably with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality.
- Sweep streets daily, or more often if necessary (preferably with water sweepers) if visible soil material is carried onto adjacent public streets.

**Mitigation Measures:** The following mitigation measures will be implemented by The San Jose Redevelopment Agency during all phases of construction to prevent visible dust emissions from leaving the site:

- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Install wind breaks at windward side(s) of construction areas.
- Suspend excavation and grading activities when instantaneous wind gusts exceed 25 mph.
- Limit the area subject to excavation, grading, or other construction activity at any one time.

#### **4.3.3            Conclusion**

The proposed project would result in a less than significant long-term air quality impact from vehicular emissions. Construction of the project, with implementation of the standard and mitigation measures listed above, would not result in a significant air quality impact. **[Less than Significant Impact with Incorporated Mitigation Measures]**

## **4.4 BIOLOGICAL RESOURCES**

The following discussion is based in part upon a tree survey completed for the project site by *Concentric Ecologies* in July 2007. The arborist report is included as Appendix A of this Initial Study.

### **4.4.1 Existing Setting**

#### **4.4.1.1 *Habitat and Special Status Species***

The project site is located in an urban area and is developed with two outdoor basketball courts and a metal storage shed and is landscaped with turf, trees, and shrubs. The areas adjacent to the project site are developed with an intermediate school campus and residences. The habitat provided by the project site has minimal capacity to support sensitive biological resources, with the exception of a slight chance for raptors to nest in the large landscape trees on the site. Special status plant and animal species are not expected to occur at the site because the project site is completely developed and no natural habitat exists on the project site. The urban project site does not provide migratory route for wildlife. The project site is not within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

#### **Nesting Raptors**

Raptors and their nests are protected under both Federal and State laws and regulations. Suitable breeding sites for raptors occur in the large trees on and adjacent to the project site.

#### **4.4.1.2 *City of San José Tree Ordinance***

The City of San José Tree Ordinance defines an ordinance-size tree as any woody perennial plant characterized by having main stem or trunk measuring 18 inches or greater in diameter at a height of 24 inches above natural grade slope. A multi-stem tree is considered a single tree and measurement of that tree includes the sum of the diameter of the trunks of that tree.

The tree survey completed for the project identified a total of 46 trees planted on the project site, of which six are ordinance-size. These include one pine, one redwood, one cedar, one palm, and two eucalyptus trees. The complete tree survey is included as Appendix A of this Initial Study.

## 4.4.2

**Environmental Checklist and Discussion of Impacts**

BIOLOGICAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,6
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

#### **4.4.2.1      *Habitat and Special Status Species***

No rare, threatened, endangered or special status plant or animal species are known or expected to inhabit the site. The habitat provided by the developed project site is highly disturbed and has minimal capacity to support sensitive biological resources, with the exception of a slight chance for raptors to nest in the larger trees on the project site. Standard measures to avoid impacts to nesting raptors are included in the proposed project and are listed below.

**Standard Measures:** The following standard measures will be implemented by The San Jose Redevelopment Agency to reduce impacts to nesting raptors:

- If possible, construction shall be scheduled between October 1<sup>st</sup> and December 31<sup>st</sup> to avoid the raptor nesting season. If this is not possible, pre-construction surveys for nesting raptors shall be completed by a qualified ornithologist to identify active raptor nests that may be disturbed during project construction, as described below:
  - Between January 1<sup>st</sup> and April 30<sup>th</sup> pre-construction surveys shall be completed no more than 14 days prior to the initiation of construction activities or tree relocation or removal.
  - Between May 1<sup>st</sup> and August 31<sup>st</sup>, pre-construction surveys shall be completed no more than thirty (30) days prior to the initiation of these activities.
  - The surveying ornithologist shall inspect all trees in and immediately adjacent to the construction area for raptor nests.
  - If an active raptor nest is found in or close enough to the construction area to be disturbed by these activities, the ornithologist shall, in consultation with the State of California, Department of Fish & Game (CDFG), designate a construction-free buffer zone (typically 250 feet) around the nest.
  - The Redevelopment Agency shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the City's Environmental Principal Planner prior to starting construction.

#### **4.4.2.2      *Ordinance Size Trees***

There are a total of 46 trees on the project site, ranging from one inch to 38 inches in diameter, of which six are ordinance-size. The proposed development will result in the removal of all the trees because the project design would make their preservation unfeasible. Removal of these trees would not be considered a significant impact. However, the project will be required to conform to the City's tree preservation ordinance, and will provide replacement trees in conformance with City policy. The number of replacement trees will be over and above the regular landscaping to be provided on the site. All work in the public right-of-way would be coordinated with the Department of Public Works and the Department of Transportation, and tree protection measures would be determined through consultation with these departments.

**Standard Measures:** The following standard measures will be implemented by The San Jose Redevelopment Agency to reduce impacts to trees:

- All trees that are to be removed shall be replaced at the ratios specified in Table 4.4-1:

TABLE 4.4-1 TREE REPLACEMENT RATIOS				
Diameter of Tree to be Removed	Type of Tree to be Removed			Minimum Size of Each Replacement Tree
	Native	Non-Native	Orchard	
18 inches or greater	5:1	4:1	3:1	24-inch box
12 - 18 inches	3:1	2:1	none	24-inch box
less than 12 inches	1:1	1:1	none	15-gallon container

- In the event the project site does not have sufficient area to accommodate the required tree mitigation, one or more of the following measures shall be implemented by The Redevelopment Agency, to the satisfaction of the Director of Planning, Building, and Code Enforcement:
  - The size of a 15-gallon replacement tree can be increased to 24-inch box and count as two replacement trees.
  - An alternative site(s) will be identified for additional tree planting. Alternative sites may include local parks or schools or installation of trees on adjacent properties for screening purposes to the satisfaction of the Director of the Department of Planning, Building, and Code Enforcement. Contact Todd Capurso, PRNS Landscape Maintenance Manager, at 277-2733 or [todd.capurso@sanjoseca.gov](mailto:todd.capurso@sanjoseca.gov) for specific park locations in need of trees.
  - A donation of \$300 per mitigation tree to Our City Forest for in-lieu off-site tree planting in the community. These funds will be used for tree planting and maintenance of planted trees for approximately three years. Contact Rhonda Berry, Our City Forest, at (408) 998-7337 x106 to make a donation. A donation receipt for off-site tree planting shall be provided to the Planning Project Manager prior to starting construction.

#### 4.4.3 Conclusion

Construction and operation of the proposed project, with implementation of the standard measures listed above, would not result in significant impacts to biological resources. **[Less than Significant Impact]**

## 4.5 CULTURAL RESOURCES

The following discussion is based upon a cultural resources inspection completed for the project site by *Holman and Associates* in September 2007, which included an archaeological literature review and field inspection. The cultural resource inspection was completed to obtain information about recorded prehistoric and/or historic archaeological sites in the project area. Because the report may reveal the location of specific archaeological sites, it is considered administratively confidential and is not included as an appendix to this Initial Study. Qualified personnel may request a copy from the City's Planning Division during normal business hours.

### 4.5.1 Existing Setting

#### 4.5.1.1 *Prehistoric Resources*

The cultural resources inspection completed for the project site determined that no archaeological sites are recorded on the project site, or within one-quarter mile of it. The site has never been formally surveyed for archaeological resources. The nearest prehistoric resources are located east of the project site near Highway 101 and southwest of the project site near Monterey Road.

#### 4.5.1.2 *Historic Resources*

Up until 1965, no structures were located on or adjacent to the project site; the site and surrounding area were used for agricultural production.<sup>3</sup> The existing project site is developed with two outdoor basketball courts and a metal storage shed and is landscaped with turf, trees, and shrubs. There are no historic structures located on or adjacent to the project site.

### 4.5.2 Environmental Checklist and Discussion of Impacts

CULTURAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,7
2) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,7
3) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
4) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,7

<sup>3</sup>Kleinfelder. Phase I Environmental Site Assessment, Edenvale Community Center, San José, California. August 28, 2007.

#### **4.5.2.1      Impacts to *Prehistoric Resources***

Based on the results of the cultural resource inspection completed for the project site, there is a low to moderate potential for prehistoric archaeological resources to be present at the project site. Therefore, mechanical subsurface presence/absence testing and monitoring during construction is not recommended.

While no archaeological resources have been recorded on or within one-quarter mile of the site, grading and excavation operations associated with construction of the project could uncover buried cultural resources. The proposed project includes the following standard measures to reduce impacts to cultural resources to a less than significant level.

**Standard Measures:** The following standard measures will be implemented by The San Jose Redevelopment Agency to reduce impacts to archaeological resources:

- Should evidence of prehistoric cultural resources be discovered during construction, work within 50 feet of the find shall be stopped to allow adequate time for evaluation and mitigation by a qualified professional archaeologist. The material shall be evaluated and if significant, a mitigation program including collection and analysis of the materials at a recognized storage facility shall be developed and implemented under the direction of the City's Environmental Principal Planner.
- Pursuant to Section 7050.5 of the County Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California in the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the land owner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

#### **4.5.4      Conclusion**

With implementation of the standard measures described above, the proposed project would not result in significant impacts to cultural resources. **[Less than Significant Impact]**

## **4.6 GEOLOGY AND SOILS**

The following discussion is based upon a geotechnical investigation completed for the project site by *Kleinfelder* in November 2007. The report is included as Appendix B of this Initial Study.

### **4.6.1 Existing Setting**

#### **4.6.1.1 *Topography and Soil***

The project site is located on a valley floor at an elevation of approximately 200 feet above sea level. The north and east portions of the project site ascend to Banham Lane East and Edenvue Drive, respectively. The southwest portion of the project site is relatively flat, sloping gently to the south. Due to the relative flatness of the site, the potential for landslides and erosion is low. The site is not located within a landslide hazard zone. Soil on the site consists of undocumented fill, native alluvium soil with a high clay content, and serpentinite bedrock. Soil on the site has a high shrink/swell potential.

#### **4.6.1.2 *Seismicity***

The project site is located within the seismically active San Francisco Bay region. The Uniform Building Code designates the entire South Bay as Seismic Activity Zone 4, the most seismically active zone in the United States. There are no known active earthquake faults or fault traces crossing the site. The most significant seismic hazard affecting the site would be shaking caused by an earthquake on one of the major faults in the region (e.g., San Andreas, Hayward, and Calaveras). Due to its location in the South Bay, strong ground shaking can be expected during the life of the project. No known faults cross the project site. The site is not located in an Alquist-Priolo Special Study Zone or a City of San José Seismic Hazard Zone. Therefore, primary ground rupture on the site is unlikely.

#### **4.6.1.3 *Liquefaction***

The project site is located within a liquefaction hazard zone. Liquefaction is a seismic hazard in which soils are temporarily transformed into a liquid state during the stress of an earthquake. Soils most susceptible to liquefaction are clean, loose, saturated, and uniformly graded, fine grained sands. Onsite soils consist of clays, undocumented fill, and bedrock, and are not susceptible to liquefaction. Therefore, the potential for liquefaction on the site is considered low.

#### **4.6.1.4 *Lateral Spreading***

Lateral spreading is the horizontal displacement of soil during a seismic event towards an open face such as a body of water, channel, or excavation. There are no open faces near the project site. For this reason, the probability of lateral spreading occurring on the project site during a seismic event is low.

#### **4.6.1.5 *Differential Settlement***

Differential or uneven settlement can occur due to variations in the onsite soil properties. Soil on the site consists of undocumented fill, native alluvium, and serpentinite bedrock. As a result of the various onsite soil types, there is a potential for differential settlement.



## 4.6.2

## Environmental Checklist and Discussion of Impacts

GEOLOGY AND SOILS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:						1,2,19,20
a) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,19,20
c) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,19,20
d) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,19,20
2) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,19,20
3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,19,20
4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,20
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

### 4.6.2.1 *Geologic and Soil Conditions*

The project site is relatively flat; therefore, the potential for landslides or erosion on or adjacent to the project site is low. The project site is not located within landslide hazard zone.

Due to high clay content, on-site soil has high shrink/swell potential. The shrinking and swelling of the soil is caused by manmade and seasonal soil moisture fluctuations and can damage site improvements if they are not constructed properly.

The project could be subject to differential settlement, due to variations in the onsite soil properties (i.e., bedrock and alluvial soils). Differential settlement can damage site improvements if they are not constructed properly.

#### **4.6.2.2        *Seismic Hazards***

Due to its location within a seismically active region, the proposed project would likely be subject to at least one moderate to major earthquake. Although located in a liquefaction hazard zone, onsite soils were determined to not be susceptible to liquefaction. The project would be designed and constructed in conformance with the Uniform Building Code Guidelines for Seismic Zone 4 to avoid or minimize potential damage from seismic shaking on the site. Conformance with standard Uniform Building Code Guidelines would minimize potential impacts from seismic shaking on the site.

**Standard Measure:** The following standard measure will be implemented by The San Jose Redevelopment Agency to reduce seismic-related impacts:

- The proposed project shall be designed and constructed in conformance with the Uniform Building Code guidelines for Seismic Zone 4 to avoid or minimize potential damage from seismic shaking.
- The Redevelopment Agency shall submit a soil investigation report addressing the potential hazard of liquefaction to the Division of the State Architect or the City Geologist for review and approval prior to grading of the site. The investigation should be consistent with the guidelines published by the State of California (CDMG Special Publication 117) and the Southern California Earthquake Center ("SCEC" report).

#### **4.6.3        Conclusion**

With implementation of the standard measures described above, the proposed project would not result in significant geology and soil impacts. **[Less than Significant Impact]**

## **4.7 HAZARDS AND HAZARDOUS MATERIALS**

The following discussion is based upon a Phase I Environmental Site Assessment and Phase II Soil Sampling and Testing completed for the project site by *Keinfelder* in August 2007 and December 2007, respectively. The Phase I and Phase II reports are included as Appendix C of this Initial Study.

### **4.7.1 Existing Setting**

#### **4.7.1.1 *Existing Condition of Project Site and Surrounding Area***

The approximately 2.3-acre project site is located in the northeast corner of the Caroline Davis Intermediate School campus. Residential development is located north and east of the project site and the school campus is located south and west of the project site. The use or storage of hazardous materials was not observed on or adjacent to the project site.

The project site is listed on the HAZNET and FINDS databases for the disposal of 39 tons of asbestos containing materials (ACMs) and 0.15 tons of other materials. The project site is not listed on any other hazardous material databases or records maintained by public agencies. The properties in the area surrounding the project site are not listed in the hazardous material databases and records reviewed.

#### **4.7.1.2 *Historic Use of Project Site and Surrounding Area***

Based on review of historic aerial photographs and topographic maps, the project site and surrounding area was historically used for agricultural production. Construction of the existing school campus and surrounding residential neighborhood started in approximately 1965.

#### **4.7.1.3 *Possible On-Site Sources of Contamination***

##### **Pesticides**

The project site was used for agricultural production up until approximately 1964. Historically, standard agricultural practice included periodic application of pesticides. Organochloride pesticides and associated heavy metals are known to persist in soil long after their use has ceased. For this reason, the soil on the site was sampled and tested to determine if pesticides and/or heavy metals are present and, if so, is the site safe for visitors and workers at the proposed community center and/or does the soil excavated from the site need to be handled as hazardous waste.

The soil sampling and testing completed for the project site indicates that residual pesticides are present on the site, but at a level that is below the Regional Water Quality Control Board's (RWQCB) Environmental Screening Levels (ESLs) for residential uses and below the hazardous waste criteria.

Heavy metals including arsenic, lead, and mercury are also present in on-site soils. Arsenic concentrations are consistent with San Francisco Bay Area background concentrations, which are above the residential ESL, but below the hazardous waste criteria. Lead and mercury concentrations are below the residential ESL and the hazardous waste criteria.

## Naturally-Occurring Asbestos

Serpentine bedrock is present beneath the project site. Serpentine bedrock is known to contain naturally occurring asbestos (NOA). Asbestos is a carcinogen. Soil sampling and testing completed for the project site indicates that the serpentine rock beneath the site contains up to three percent asbestos and on-site soil contains less than one percent asbestos.

### 4.7.2 Environmental Checklist and Discussion of Impacts

HAZARDS AND HAZARDOUS MATERIALS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,10,18
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,10,18
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,10,18
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,10,18
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,17
6) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,17
7) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

HAZARDS AND HAZARDOUS MATERIALS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
8) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

#### 4.7.2.1 *Potential Off-Site Sources of Contamination*

State and federal hazardous materials databases were reviewed to determine if off-site contamination has occurred that could affect the project site. No sources of off-site contamination were identified in the database review. Therefore, no off-site sources of contamination are expected to affect the project site.

#### 4.7.2.2 *Potential On-Site Sources of Contamination*

##### **Pesticides**

The historic use of the project site for agricultural production likely included the periodic application of pesticides. The soil sampling and testing completed for the project site indicates that residual pesticides are present on the site, but at a level that is below the Regional Water Quality Control Board's (RWQCB) Environmental Screening Levels (ESLs) for residential uses and below the hazardous waste criteria. Because pesticide concentrations on the site are below the ESL and hazardous waste criteria, the proposed community center would not result in a significant hazardous material impact due to the presence of pesticides on the project site.

Heavy metals including arsenic, lead, and mercury are also present in on-site soils. Arsenic concentrations are consistent with San Francisco Bay Area background concentrations, which are above the residential ESL, but below the hazardous waste criteria. Lead and mercury concentrations are below the residential ESL and the hazardous waste criteria. Because heavy metal concentrations on the project site are below the hazardous waste criteria and within background concentrations or the residential ESL, the proposed community center would not result in a significant hazardous material impact due to the presence of heavy metals on the project site.

##### **Naturally-Occurring Asbestos**

Soil sampling and testing completed for the project site indicates that the serpentine rock beneath the site contains up to three percent asbestos and soil on the site contains less than one percent asbestos. The disturbance of asbestos-containing soil during and after construction could expose workers and people downwind of the project site to asbestos, if dust control is not maintained. Asbestos is a known carcinogen.

**Mitigation Measures:** Due to the presence of naturally-occurring asbestos in on-site soil and rock, The San Jose Redevelopment Agency shall ensure construction activities follow the regulations required by the California Occupational Safety and Health Administration (California Code of

Regulations, Title 8, Section 5208) and those required by the California Air Resources Board Air Toxics Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations. This includes, but is not limited to, the following industry-standard measures for controlling asbestos during and after construction:

- The key to reducing the potential for significant asbestos emissions during subsurface activities in serpentine rock is dust control. If good dust control is maintained, asbestos emissions can be kept well below potential impact levels. A site safety plan shall be prepared for the proposed project by an industrial hygienist that will include the measures necessary to limit the asbestos exposure of on-site workers, limit off-site migration of airborne asbestos, and fulfill regulatory requirements for grading in rock and soil which contain naturally occurring asbestos. The dust control plan may include the following elements:
  - Access to work areas that are suspected to contain asbestos would be limited to authorized, trained personnel only and posted as such.
  - Each area proposed for work that may contain asbestos shall be sufficiently moisture conditioned before beginning work to minimize dust emissions during excavation and grading. Water applied for dust control purposes can be treated with a small amount of a wetting or penetrating agent.
  - All working surfaces (including haul roads and other roads subject to traffic) on material potentially containing asbestos shall be kept sufficiently moist so that visible dust is not emitted during grading or driving.
  - The exposed surface of haul loads potentially containing asbestos shall be kept sufficiently moist to minimize dust/asbestos emissions.
  - If measured asbestos or dust emissions exceed the Site Specific Action Level, the Contractor shall stop work and increase dust control measures to reduce emissions to within acceptable levels, including measures such as adding water trucks, establishing a mist curtain downwind of work areas, reducing vehicle speeds, and/or treating roads with magnesium chloride.
  - Workers must avoid getting dust or dirt that potentially contains asbestos on their hands, face, clothing, or shoes. Shoes must be cleaned before leaving the site. All clothing that potentially contains asbestos must be cleaned with a HEPA vacuum before workers leave the site.
  - Personnel must exit the site into the work area through a marked decontamination corridor.
  - The cabs of all vehicles used on the site must be cleaned with a wet rag to keep them free from accumulated dust and dirt. Wet cleaning must be followed by cleaning with a HEPA vacuum.
  - All vehicles and equipment in contact with asbestos-containing materials must be thoroughly rinsed and scrubbed to remove residual soil, including wheels and wheel wells.
  - All vehicles and equipment in contact with asbestos-containing materials must pass through the decontamination corridor.
  - All persons entering the work site must be familiar with the provisions of the site safety plan and verify by signature that they have read it. Each worker must have attended a general asbestos hazard orientation and training session. Weekly “tailgate” safety meetings must be conducted during the course of work to address specific issues and review basic provisions.
  - An air monitoring program must be implemented at the site to evaluate asbestos emissions during grading. A Site Specific Applied Action Level, well below the OSHA Action Level [0.1 fibers longer than 5 µm per cubic centimeter, 8-hour time weighted average (TWA), as measured by phase contrast microscopy (PCM)], will be

- specified. If the Site Specific Applied Action Level is reached or exceeded, dust control measures must be increased.
  - During the first day of work on the site, the Contractor's Health and Safety Officer must collect personal air samples from a representative number of employees. The results will be used to monitor worker exposure and the effectiveness of dust control techniques. As long as stringent dust control is maintained, respirators and protective suits are not required.
  - The contractor's Health and Safety Officer will have the authority to stop work if Site Specific Action Level or Site Specific Downwind Action Level for airborne asbestos or particulates is exceeded, or if significant dust emissions are observed.
- A health and safety plan shall be prepared for the project by an industrial hygienist. As required by OSHA, the health and safety plan shall identify measures to reduce the potential short-term and long-term impacts to workers, future residents, and the public, during and after project construction. In addition to the measures described above, the health and safety plan shall include the following measures:
  - The grading contractor used would be required to obtain or present hazardous materials licensing before commencing project grading activities.
  - The geologist or project engineer would be on site during all earthmoving work to inspect the excavation areas and identify serpentine load in haul vehicles.
  - Excavation surfaces and excavated material would be checked for chrysotile during grading to divert material with high chrysotile content for special handling.
  - Adhere to all state and federal OSHA standards for asbestos monitoring and removal.
  - The applicant would post Proposition 65 warnings and disclosures on and around the site, as well as in all sales and construction documents.
  - Excavated materials consisting of asbestos-containing serpentine would not be used to surface non-paved roadways and would be placed within deeper portions of the proposed fill areas on-site.
  - In order to reduce the long-term potential release of asbestos after site grading, asbestos-bearing serpentinite rock within cut areas, as well as exposed fill slopes composed of serpentinite rock, would be capped with asbestos-free soil or mulch. Steep slopes would be serrated or benched in order to retain the cover material. Capping of exposed rock would also be beneficial to support landscaping and provide erosion control.

#### **4.7.4      Conclusion**

Implementation of the standard measures described above and included in the proposed project would ensure that airborne asbestos concentrations remain well below applicable risk levels and reduce potential impacts from the presence of naturally-occurring asbestos to a less than significant level. **[Less than Significant Impact with Incorporated Mitigation Measures]**

## **4.8 HYDROLOGY AND WATER QUALITY**

### **4.8.1 Existing Setting**

#### **4.8.1.1 *Hydrology and Flooding***

The project site is not designated within a 100-year flood plain. According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency for the project area, the site is located within Zone D, an area of undetermined, but possible flood hazards. The project site is not located near a large body of water, near the ocean, or in a landslide hazard zone and, therefore, is not subject to inundation by seiche, tsunami, or mudflow.

The Association of Bay Area Governments compiled the dam failure inundation hazard maps submitted to the State Office of Emergency Services by dam owners throughout the Bay Area. The San José East map shows the project site is in the Anderson Dam failure inundation hazard zone.

#### **4.8.1.2 *Ground Water***

Based on previous studies in the project area, groundwater in the vicinity of the project site is approximately 35 to 45 feet below the ground surface (bgs). The project site is not a designated groundwater recharge area.

#### **4.8.1.3 *Water Quality***

The quality of surface water in the project area is directly affected by pollutants contained in stormwater runoff from urban land uses. Stormwater from urban uses contains metals, pesticides, herbicides, and other contaminants, including oil, grease, asbestos, and animal wastes.

### **National Pollutant Discharge Elimination System Permit**

The Federal Clean Water Act requires local municipalities to implement measures to control construction and post-construction pollution entering local storm drainage systems to the maximum extent practicable. In compliance with the Federal Clean Water Act, the State Water Resources Control Board (SWRCB) manages the National Pollution Discharge Elimination System (NPDES) General Permit for Construction Activities and the Regional Water Quality Control Board (RWQCB) manages the Municipal Storm Water NPDES Permit. Two programs, the Nonpoint Source Pollution Program and the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), were implemented under the NPDES permit to regulate construction and post-construction runoff.

#### ***Nonpoint Source Pollution Program***

In 1988 the SWRCB adopted the Nonpoint Source Management Program in an effort to control nonpoint source pollution in California. In December 1999, the Program was updated to comply with the requirements of Section 319 of the Clean Water Act and Section 6217 of the Coastal Zone Act Reauthorization Amendment of 1990. The Nonpoint Source Management Program requires individual permits to control discharge associated with construction activities. The Nonpoint Source Program is managed by the SWRCB under the NPDES General Permit for Construction Activities. Projects must comply with the requirements of the Nonpoint Source Program if:



- they disturb one or more acres of soil; or
- they disturb less than one acre of soil but are part of a larger development that, in total, disturbs one acre or more of soil.

The NPDES General Permit for Construction Activities requires the developer to submit a Notice of Intent (NOI) to the SWRCB and to prepare a Stormwater Pollution Prevention Plan (SWPPP) to control discharge associated with construction activities.

### ***Santa Clara Valley Urban Runoff Pollution Prevention Program***

The Santa Clara Valley Urban Runoff Pollution Prevention Program (Program) is an association of thirteen cities (including the City of San Jose) and towns in the Santa Clara Valley, together with Santa Clara County and the Santa Clara Valley Water District. Program participants, referred to as Co-permittees, share a common permit to discharge stormwater to South San Francisco Bay. This common permit is the Municipal NPDES stormwater permit. The Program incorporates regulatory monitoring and outreach measures aimed at improving the water quality of South San Francisco Bay and the streams of the Santa Clara Valley. The Municipal NPDES stormwater permit includes provisions requiring regulation of stormwater discharges associated with new development that creates or adds 10,000 square feet or more of impervious surfaces and development of an area-wide watershed management strategy. The permit also identifies recommended actions for the preservation, restoration, and enhancement of the San Francisco Bay Delta Estuary.

### **City of San José Post-Construction Urban Runoff Management (Policy 6-29)**

City of San José Policy No. 6-29 requires all development projects to implement post-construction Best Management Practices (BMPs) and Treatment Control Measures (TCMs) to the maximum extent practicable. This policy also establishes specific design standards for post-construction TCMs for projects that create, add, or replace 10,000 square feet or more of impervious surfaces.

### **City of San José Hydromodification Management (policy 8-14)**

The City of San José's Policy No. 8-14 requires all new and redevelopment projects that create or replace 10,000 square feet or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation or other impacts to beneficial uses of local rivers, streams, and creeks. The policy requires these projects to be designed to control project-related hydromodification through a Hydromodification Management Plan (HMP).

The approximately 2.3-acre project site is currently developed with approximately 25,529 square feet (i.e., approximately 25 percent of the site) of impervious surfaces including the two existing outdoor basketball courts and the storage container. Conformance to Policy 8-14 is determined at the development permit stage of the Planning Process. The breakdown of existing pervious and impervious surfaces on the project site is shown in Table 4.8-1.

TABLE 4.8-1 PERVIOUS AND IMPERVIOUS SURFACES COMPARISON						
	Existing Condition (Square Feet)	%	Proposed Condition (Square Feet)	%	Difference (Square Feet)	%
Building Footprint(s)	470	.5	21,178	20.9	20,780	20.4
Parking/Driveways	0	0	20,523	20.3	20,523	20.3
Sidewalks, Patios, Paths, etc.	25,059	24.8	26,982	26.7	1,923	1.9
Landscaping	75,634	74.7	32,480	32.1	-43,154	-42.6
<b>Total</b>	<b>101,163</b>	<b>100%</b>	<b>101,163</b>	<b>100%</b>	<b>0</b>	<b>0%</b>
Impervious Surfaces	25,529	25.3	68,683	67.9	43,154	42.6
Pervious Surfaces	75,634	74.7	32,480	32.1	-43,154	-42.6
<b>Total</b>	<b>101,163</b>	<b>100%</b>	<b>101,163</b>	<b>100%</b>	<b>0</b>	<b>0%</b>

#### 4.8.2 Environmental Checklist and Discussion of Impacts

HYDROLOGY AND WATER QUALITY						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2

HYDROLOGY AND WATER QUALITY						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
4) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
5) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
6) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
7) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,11
8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,11
9) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,15
10) Be subject to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

#### 4.8.2.1 *Flooding*

Based on the FEMA flood insurance maps for the City of San Jose, the project site is not designated within a 100-year floodplain. For this reason, the project would have no known impact on 100-year flows and would not expose people to flood hazards associated with the 100-year flood. The site is not not subject to inundation by seiche, tsunami, or mudflow.

The project site is located in the dam failure inundation hazard zone for Anderson Reservoir. Dams in Santa Clara County are managed by the Santa Clara Valley Water District (SCVWD). The SCVWD inspects all dams within the county twice per year and immediately following significant earthquakes. In addition, the SCVWD continuously monitors the dams for seepage and settling. The likelihood of a catastrophic dam failure that would affect the project site is considered extremely low.

#### **4.8.2.2      *Water Quality***

As shown in Table 4.8-1, the proposed project would increase impervious surfaces on the site by 43 percent, or 43,154 square feet. As a result of the increased impervious surfaces, the amount of stormwater runoff from the site would incrementally increase. Prior to discharge into the public stormwater system, stormwater runoff from the project would flow through grassy swales and/or other numerically sized landscape-based or mechanical BMPs and treatment control measures. The Stormwater Control Plan for the project would be finalized and would illustrate conformance with Policy 6-29 and Policy 8-14 at the development permit stage of the Planning process.

#### **Construction**

Construction activities on the site would include grading, excavation, and vegetation removal, which expose soils to the erosive forces of wind and rain. Soil erosion would (dust and sediment) adversely affect water quality and contaminate runoff from the site, as would construction activities that generate litter, oil, paint, and other pollutants. Standard measures are included in the proposed project to reduce the potential for water quality impacts during construction to a less than significant level, including the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and compliance with City of San José ordinances. These standard measures are listed in detail below.

#### **Post-Construction**

Operation of the proposed community center would incrementally increase vehicle use and human activity at the project site. The amount of pollution carried by runoff from the site would, therefore, also incrementally increase. The project would be consistent with City of San José Policy 6-29 and Policy 8-14. Prior to discharge into the public stormwater system, stormwater runoff from the site would flow through grassy swales and/or other numerically sized landscape-based or mechanical BMPs and treatment control measures. These treatment control measures would filter pollutants from the stormwater, therefore; the water quality impacts from the completed project would be less than significant.

**Standard Measures:** The following standard measures will be implemented by The San Jose Redevelopment Agency to reduce and avoid water quality impacts during and after project construction. The ongoing maintenance of the post-construction water quality control measures (e.g., cleaning vegetative swales) will be the responsibility of the City of San Jose Parks, Recreation, and Neighborhood Services Department.

#### **Construction**

- Prior to construction of the project, The Redevelopment Agency shall submit a Storm Water Pollution Prevention Plan (SWPPP) and a Notice of Intent (NOI) to the State of California Water Resource Quality Control Board to control the discharge of stormwater pollutants, including sediments associated with construction activities. Along with these documents, The Redevelopment Agency may also be required to prepare an Erosion Control Plan. The Erosion Control Plan may include Best Management Practices (BMPs) as specified in the California Storm Water Best Management Practice Handbook (such as fiber rolls around the perimeter of the site, regular street cleaning, and inlet protection) for reducing impacts on the City's storm drainage system from construction activities. The SWPPP shall include control measures during the construction period for:

- Soil stabilization practices,
  - Sediment control practices,
  - Sediment tracking control practices,
  - Wind erosion control practices, and
  - Non-stormwater management and waste management and disposal control practices.
- Prior to starting construction, The Redevelopment Agency shall be required to submit copies of the NOI and Erosion Control Plan (if required) to the City Project Engineer, Department of Public Works. The Redevelopment Agency shall also be required to maintain a copy of the most current SWPPP on-site and provide a copy to any City representative or inspector on demand.
  - Development shall comply with the City of San José Grading Ordinance, including erosion- and dust-control during site preparation, and with the City of San José Zoning Ordinance requirement for keeping adjacent streets free of dirt and mud during construction.

### **Post-Construction**

- The project shall comply with the NPDES permit issued to the City of San José and other co-permittees of the SCVURPPP, and with the provisions of the City's Post-Construction Urban Runoff Management Policy (6-29), which require the inclusion in the site design of pollutant source control and stormwater treatment control measures to the maximum extent practicable. Prior to starting construction, The Redevelopment Agency shall submit plans for BMPs and numerically sized TCMs to the City Project Engineer, Department of Public Works including or such as, but not limited to the following:
  - Vegetated swales and flow-through areas;
  - Bioretention areas or basins;
  - Disconnected downspouts that are directed into landscape areas;
  - Minimization of impervious surfaces and increased use of permeable pavement;
  - Location of all storm drain inlets to be stenciled with, "No Dumping! Flows to Bay;" and
  - Location and design of trash enclosures (all shall be covered) and materials handling areas.
- The project shall comply with Provision C.3 of NPDES permit Number CAS0299718, which provides enhanced performance standards for the management of stormwater for new development.
- The project shall comply with the City's Post-Construction Urban Runoff Management Policy (Policy 6-29), which establishes general guidelines and minimum BMPs for specific land uses and numerically sized (or hydraulically sized) TCMs, and the City's Hydromodification Management Policy (Policy 8-14).
- The ongoing maintenance of the post-construction water quality control measures (e.g., cleaning vegetative swales) will be the responsibility of the Parks, Recreation, and Neighborhood Services Department.

#### **4.8.3 Conclusion**

The proposed project, with implementation of the standard construction and post-construction measures listed above, would not result in significant hydrology or water quality impacts. **[Less than Significant Impact]**

## **4.9 LAND USE**

### **4.9.1 Existing Setting**

The project site is located in an urban area developed with public/quasi public (i.e., Caroline Davis Intermediate School) and residential uses.

#### **4.9.1.1 *Land Uses on the Project Site***

The project site is located in the northeast corner of the Caroline Davis Intermediate School campus, and is developed with two outdoor basketball courts and a storage shed and landscaped with trees, shrubs, and turf. Existing development on the Caroline Davis Intermediate School campus includes academic buildings, parking lots, paved play surfaces, turf fields, and a running track. In addition to the intermediate school uses (e.g., academics, sports, theatre, music, etc.), existing uses at the Caroline Davis Intermediate School campus include the Boys and Girls Club, and soccer, cricket, indoor/outdoor basketball, and baseball leagues.

#### **4.9.1.2 *Land Uses Surrounding the Project Site***

Multi- and single-family residential uses are located north and east of the project site across Branham Lane East and Edenvue Drive, respectively. The area south and west of the project site is developed with the Caroline Davis Intermediate School campus. An aerial photograph of the project site and surrounding land uses is shown on Figure 4.9-1.

#### **4.9.1.3 *General Plan and Zoning***

The site's existing General Plan land use and zoning designations are *Public/Quasi-Public* and *Single-Family Residential District*, respectively. Development in the City of San José under the *Public/Quasi-Public* land use designation is typified by schools, community centers, and libraries within residential neighborhoods.



AERIAL PHOTOGRAPH

FIGURE 4.9-1

#### 4.9.2 Environmental Checklist and Discussion of Impacts

LAND USE						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
3) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

The proposed project is consistent with the site's existing General Plan Land Use designation and zoning and other regulations and policies adopted for the purpose of avoiding or mitigating an environmental effect. As discussed in **Section 4.15 Transportation**, the number of off-street parking spaces proposed by the project (i.e. 55 spaces) does not meet the off-street parking requirement specified in the Zoning Code (i.e., 70 spaces). In the event that a shared-parking agreement between the District and the City is not finalized, the parking demand of the proposed community center may exceed the supply of off-street parking spaces (i.e., 55 parking spaces). This is not, however, expected to result in a significant impact.

The proposed community center is compatible with the adjacent school and residential uses. The project does not include any features that would physically divide an established community, and the site is not protected by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state conservation plan.

#### 4.9.3 Conclusion

As discussed above, the proposed project would not result in a significant land use impact. **[No Impact]**



## 4.10 MINERAL RESOURCES

### 4.10.1 Existing Setting

The proposed project site is within a developed urban area. No record exists of gravel or other mineral resource extraction on or adjacent to the project site.

### 4.10.2 Environmental Checklist and Discussion of Impacts

MINERAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
2) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

Neither the State Geologist nor the State Mining and Geology Board has classified any area in San José other than the Communications Hill area as containing mineral deposits that are either of statewide significance or the significance of which requires further evaluation. The project site is outside of the Communications Hill area and, therefore, would not result in a significant impact from the loss of availability of a known mineral resource.

### 4.10.3 Conclusion

The project would not result in a significant impact from the loss of availability of a known mineral resource. **[No Impact]**

## 4.11 NOISE

The discussion in this section is based on an acoustical analysis prepared by *Illingworth & Rodkin, Inc.* in October 2002 for a site located west of the project site on Branham Lane East. The report is included as Appendix D of this Initial Study.

### 4.11.1 Existing Setting

#### 4.11.1.1 *Background Information*

Noise is measured in “decibels” (**dB**) which is a numerical expression of sound levels on a logarithmic scale. A noise level that is ten dB higher than another noise level has ten times the sound energy and is perceived as being twice as loud. Sounds less than five dB are just barely audible and then only in the absence of other sounds. Intense sounds of 140 dB are so loud that they are painful and can cause damage with only a brief exposure. These extremes are not commonplace in our normal working and living environments. An “A-weighted decibel” (**dBA**) filters out some of the low and high pitches which are not as audible to the human ear. Thus, noise impact analyses commonly use the dBA.

Because excessive noise levels can adversely affect human activities (such as conversation and sleeping) and human health; federal, state, and local governmental agencies have set criteria or planning goals to minimize or avoid these effects. The noise guidelines are almost always expressed using one of several noise averaging methods such as **Leq** and **Ldn**. Ldn (also referred to as **DNL**) stands for Day-Night Level and is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 PM and 7:00 AM. Leq stands for the Noise Equivalent Level and is a measurement of the average energy level intensity of noise over a given period of time such as the noisiest hour. As a general rule of thumb where traffic noise predominates, Ldn is typically within two dBA of the peak-hour Leq. **Lmax** is the maximum sound level (dB) during a particular noise event.

#### 4.11.1.2 *Applicable Noise Standards and Policies*

##### **City of San Jose General Plan**

The Noise Element of the City of San Jose's *2020 General Plan* identifies noise and land use compatibility standards for various land uses. The City's goal is to, “...minimize the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies.”

The “satisfactory” noise exposure level for Public\Quasi-Public uses, such as public buildings, in the City's General Plan is 60 dBA Ldn.

#### 4.11.1.3 *Existing Noise Environment*

The noise environment at the project site consists of vehicular traffic on Branham Lane East and Edenvue Drive, aircraft overflights, and outdoor activities at the Caroline Davis Intermediate School campus (e.g., soccer, basketball, baseball, and cricket games). The nearest noise sensitive receptors to the project site include the existing residences across Branham Lane East and Edenvue Drive, and the Caroline Davis Intermediate School.

#### 4.11.1.4 *Existing Noise Levels*

Noise measurements completed in the project area indicate the Ldn from vehicular traffic on Branham Lane East is 66 dB at a distance of 50 feet from the centerline of the near lane and that the Ldn from aircraft is approximately 61 dB. Therefore, the minimum Ldn in the project area is 61 dB and the maximum Ldn is 66 dB near Branham Lane East.

#### 4.11.1.5 *Existing Ambient Vibration Levels*

The project site is not exposed to substantial vibration; there are no railways or other sources of vibration near the project site.

#### 4.11.2 Environmental Checklist and Discussion of Impacts

NOISE						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project result in:						
1) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,12
2) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,12
3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,12
4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,12
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,17
6) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,17

#### **4.11.2.1**      *Noise Impacts to the Project*

##### **Exterior Noise Levels**

The project site is exposed to an Ldn ranging from 61 dB in the southwest corner to 66 dB near Branham Lane East. Noise levels do not decrease below an Ldn of 61 dB, because of the jet aircraft activity to and from the San Jose International Airport.

The project proposes to construct an outdoor children's play area and an outdoor basketball half-court. The proposed play area is shielded from roadway noise by the community center building. The basketball half-court would also be shielded by the community center building and the existing buildings on the adjacent campus. Noise levels at both the play area and the half-court would be approximately 61 dBA Ldn, due to aircraft noise. Compared to existing conditions, the basketball half-court would be exposed to lower noise levels. The goal of the Noise Element of the City of San Jose's General Plan is to reduce exterior levels to an Ldn of 60 dB and interior noise levels to an Ldn of 45 dB. These goals are established recognizing that the attainment of exterior noise quality levels in the environs of the San José International Airport may not be achieved. For this reason, noise levels of 61 dB Ldn at the outdoor use areas proposed by the project are not considered a significant impact.

##### **Interior Noise Levels**

The proposed building includes mechanical forced air ventilation (i.e., air conditioning). Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Future exterior noise levels at the north facade of the proposed building would be up to approximately 66 dBA Ldn and, therefore, standard commercial construction would reduce interior noise levels to 45 dBA Ldn.

#### **4.11.2.2**      *Noise Impacts from the Project*

##### **Project-Generated Traffic**

As described in **Section 4.15 Transportation**, the proposed project would generate approximately 90 average daily trips. Typically, traffic volumes on a roadway must double to result in a substantial noise increase. Roadway volumes in the project area would not double as a result of the proposed project. Therefore, traffic generated by the proposed project would not result in a significant noise impact.

##### **Short-Term Construction Noise**

Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors. Construction noise impacts primarily occur when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise sensitive land uses, or when construction lasts extended periods of time.

Construction on the site would generate noise, and would temporarily increase noise levels at adjacent land uses. Construction-related noise levels would normally be highest during the construction of project infrastructure, because it requires the use of heavy equipment (e.g., backhoe) over an extended period of time. Typical hourly average construction generated noise levels range

from about 81 to 88 dBA measured at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.). Construction-related noise levels are normally less during building erection, finishing, and landscaping phases. There would be variations in construction noise levels on a day-to-day basis depending on the actual activities occurring at the site.

Construction noises associated with projects of this type are disturbances that are necessary for the construction or repair of buildings and structures in urban areas. Reasonable regulation of the hours of construction, as well as regulation of the arrival and operation of heavy equipment and the delivery of construction materials, is necessary to avoid significant noise impacts.

**Standard Measures:** The following standard measures will be implemented by The San Jose Redevelopment Agency to reduce short-term construction noise impacts to a less than significant level:

- Construction will be limited to the hours of 7:00 AM to 7:00 PM Monday through Friday for any on-site or off-site work within 500 feet of any residential unit. Weekend construction hours, including staging of vehicles, equipment and construction materials, shall be limited to Saturdays between the hours of 9:00 AM to 5:00 PM. Permitted work activities shall be conducted exclusively within the interior of enclosed building structures provided that such activities are inaudible to existing adjacent residential uses. Exterior generators, water pumps, compressors and idling trucks are not permitted. The developer shall be responsible for educating all contractors and subcontractors of said construction restrictions. Rules and regulation pertaining to all construction activities and limitations, along with the name and telephone number of a developer appointed disturbance coordinator, shall be posted in a prominent location at the entrance to the job site.
- The contractor shall use “new technology” power construction equipment with state-of-the-art noise shielding and muffling devices. All internal combustion engines used on the project site shall be equipped with adequate mufflers and shall be in good mechanical condition to minimize noise created by faulty or poor maintained engines or other components.
- Locate stationary noise generating equipment as far as possible from sensitive receptors. Staging areas shall be located a minimum of 200 feet from noise sensitive receptors, such as residential uses.
- Radios shall be controlled as to not be audible outside of the project site.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with the adjacent noise sensitive uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" responsible for responding to any local complaints about construction noise and post the telephone number for the disturbance coordinator at a conspicuous location on the construction site and include it in the notice sent to neighbors regarding the construction schedule. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented.

#### **4.11.3 Conclusion**

The proposed project, with the implementation of the standard measures listed above, would not result in significant noise impacts. **[Less than Significant Impact]**

## 4.12 POPULATION AND HOUSING

### 4.12.1 Existing Setting

According to the Association of Bay Area Governments (ABAG) Projection 2007, the population within the City of San José's Sphere of Influence was 941,998 in the year 2000, which included 291,370 households. For the year 2020, the City's population is projected to be 1,210,200, with 377,640 households. The average number of persons per household in San José in 2000 was 3.19, which is projected to decrease slightly to 3.17 in 2020.

There are no residences on the project site. The San José 2020 General Plan land use designation for the site is *Public/Quasi-Public*.

### 4.12.2 Environmental Checklist and Discussion of Impacts

POPULATION AND HOUSING						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

The project site does not provide housing. The proposed community center would serve the existing population and would not create a substantial number of new jobs. For these reasons, the community center would not induce substantial population growth or require the construction of replacement housing elsewhere.

### 4.12.3 Conclusion

The proposed project would not result in significant impacts on population and housing in the City or region. [No Impact]

## **4.13 PUBLIC SERVICES**

### **4.13.1 Existing Setting**

#### **4.13.1.1 *Fire Service***

Fire protection to the project site is provided by the San José Fire Department (SJFD), which serves a total area of 203 square miles with 31 fire stations. The SJFD responds to all fires, hazardous materials spills, and medical emergencies (including injury accidents) in the project area. It is the SJFD's goal to not exceed four minutes for the "first response" and six minutes for the "second response" times.

The fire station closest to the site is Station No. 18, located at 4430 South Monterey Road, approximately 1.5 miles northwest of the site. The next nearest fire station is Station No. 12, at 502 Calero Avenue, approximately 3.1 miles southwest of the site.

In the 2004-2005 fiscal year, Station No. 18 responded to 2,891 calls including 2,360 medical, 154 fire, and 377 other types of emergency. Station No. 12 responded to 2,435 calls including 1,956 medical, 129 fire, and 350 other types of emergency.

#### **4.13.1.2 *Police Service***

Police protection services are provided to the project site by the San José Police Department (SJPD). Officers patrolling the project area are dispatched from police headquarters, located at 201 West Mission Street. The SJPD presently consists of approximately 1,369 sworn officers and 402 civilian personnel.

#### **4.13.1.3 *Schools***

The project site is located within the boundary of the Oak Grove Elementary School District and the East Side Union High School District.

#### **4.13.1.4 *Parks***

The nearest San José city park to the project site is Great Oaks Park. Great Oaks Park is 12.3 acres in size and located approximately one-half mile east of the project site at the intersection of Battledance and Snow Drive. Facilities at the park include restrooms, eight picnic tables, seven BBQs, one playground, two basketball courts, one softball field, and one soccer field.

#### **4.13.1.5 *Libraries***

The project site is served by the San José Public Library System, which includes of one main library and 20 branch libraries. The branch library closest to the project site is the Edenvale Branch, which is located approximately one-half miles west of the site at the intersection of Branham Lane East and Monterey Road.

#### 4.13.2 Environmental Checklist and Discussion of Impacts

PUBLIC SERVICES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:						
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2

##### 4.13.2.1 *Fire and Police Services*

The proposed community center would not increase the urban area protected by the City's Fire Department or require new fire facilities. Development allowed under the proposed project would be constructed in conformance with current fire and building codes, including features that would reduce fire hazards. The project design would also be reviewed by the San José Fire Department. For these reasons, the proposed community center would not substantially increase demand upon fire services.

##### 4.13.2.2 *Police Service*

The proposed community center would not increase the urban area protected by the City's police forces or require new police facilities. The project design would be reviewed by the City of San José Police Department to ensure that it incorporates appropriate safety features to minimize criminal activity. For these reasons, the proposed community center would not substantially increase demand upon police services.

##### 4.13.2.3 *Schools*

The Edenvale Community Center would be a joint-use facility between the Oak Grove Elementary School District and the City of San José. The community center would be open for use year-round, seven days a week. During the day, the community center would be used by the District for recreation and education; during the evening and weekends, the community center would be used by the City as a community facility. The proposed community center would not generate students. For these reasons, the proposed community center would benefit schools in the project area.



#### **4.13.2.4      *Parks***

The existing project site includes two outdoor basketball courts. The project proposes to remove the two existing basketball courts and construct one basketball half-court. Although the proposed project would remove the two outdoor basketball courts, the project would provide indoor recreational facilities for the school and the community and construct a new outdoor basketball half-court. Recreational uses anticipated by the City at the proposed community center include basketball, volleyball, indoor soccer, martial arts, and aerobics. The recreational benefits of the proposed community center are substantially greater than those that would be lost due to the removal of the two outdoor basketball courts. For these reasons, the project would benefit parks in the project area.

#### **4.13.2.5      *Libraries***

The proposed community center would compliment the nearby Edenvale Branch library; it would not increase demand upon the existing library or library system. For this reason, the project would have no impact upon library facilities.

#### **4.13.3      Conclusion**

The proposed project would not result in substantial adverse physical impacts associated with the need for new government facilities in order to maintain acceptable levels of service or to meet performance objectives for public services. **[Less than Significant Impact]**

## 4.14 RECREATION

### 4.14.1 Existing Setting

The City of San José currently manages approximately 3,500 acres of regional and neighborhood parkland. The City provides developed park lands, open space, and community facilities to serve its residents. Some of these facilities are supplemented by other public uses such as public school playgrounds and fields, County parks, and trail facilities on Santa Clara Valley Water District lands. Park and recreation facilities vary in size, use, type of service, and provide for neighborhood, citywide, and regional uses.

The City's General Plan has established level of service benchmarks for parks and community centers. The City has a service level goal of 3.5 acres of neighborhood and community serving parkland per 1,000 residents, of which a minimum of 1.5 acres is City-owned and up to two acres of school playground/fields, all of which should be located within three-quarters of a mile walking distance of each residence. In addition, the City seeks to provide 7.5 acres of regionally serving parkland and 500 square feet of community center space per 1,000 residents.

### 4.14.2 Environmental Checklist and Discussion of Impacts

RECREATION						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

The Edenvale Community Center includes recreational facilities. Although the project would increase traffic and could result in construction-related impacts, the project would not result in significant, unmitigated physical impacts upon the environment. The proposed project is an upgrade and improvement to existing recreational facilities on the project site and in the project area.

### 4.14.3 Conclusion

The proposed project would not result in significant impacts to the environment as a result of the use of recreational facilities. The project would improve recreational facilities in the project area. [**Less than Significant Impact**]

## 4.15 TRANSPORTATION

The following discussion is based on a Transportation Impact Analysis prepared for the proposed project by *Fehr & Peers Transportation Consultants* in November 2007. A copy of this report is included as Appendix E of this Initial Study.

### 4.15.1 Existing Setting

The project site is located in the northeast corner of the existing Caroline Davis Intermediate School campus, which is located at the intersection of Branham Lane East and Edenvue Drive.

#### 4.15.1.1 *Roadway Network*

Local access to the site is provided via Edenvue Drive and Branham Lane. Regional access to the site is provided via Monterey Road (State Route 82).

**Branham Lane** extends from approximately Great Oaks Park in the east to Union Avenue in the west. In the project vicinity, Branham Lane is a two-lane, minor arterial road with a center dividing lane and is fronted by single and multi-family residences. On-street parking is allowed, except in areas where signage prohibits parking. West of Monterey Road, Branham Lane becomes a four-lane thoroughfare.

**Edenvue Drive** is a local roadway that extends from Monterey Road in the south to Branham Lane in the north. Edenvue Drive is fronted primarily by residential uses, as well as the Davis Intermediate School. On-street parking is allowed.

**Monterey Road** (State Route 82) is a six-lane major arterial extending from Gilroy in the south to downtown San José. North of San José, Monterey Road becomes El Camino Real and continues to San Francisco.

#### 4.15.1.2 *Pedestrian Facilities*

Pedestrian facilities comprise sidewalks, crosswalks and pedestrian signals. Crosswalks and sidewalks are provided at all of the study intersections. Pedestrian signals are provided at the intersections at Monterey Road/Branham Lane and Monterey Road/Edenvue Drive. The east leg of the Branham Lane and Lyric Lane intersection has a pedestrian-activated flashing beacon to warn motorists of pedestrians crossing. Near the project site, sidewalks are provided along both sides of Branham Lane and Edenvue Drive and most of the other local residential streets in the project area.

#### 4.15.1.3 *Bicycle Facilities*

Bicycle facilities comprise bike paths, bike lanes and bike routes. Bike paths (Class I) are paved pathways separated from roadways. Bike lanes (Class II) are lanes for bicyclists adjacent to the outer vehicle travel lanes, and have special lane markings, pavement legends and signage. Bike routes (Class III) are generally located on low traffic volume streets. Bike routes are designated and signed for bike use, but do not have separate bike right-of-way or lane striping.

There are no designated bicycle facilities in the immediate vicinity of the project site. The Coyote Creek Bike Trail (Class I) is located to the east of the project site within the Coyote Park chain. Class II Bike Lanes are provided along Monterey Road, Branham Lane west of Monterey Road, and

Senter Road between Monterey Road and Diamond Heights Drive. Chynoweth Avenue, Senter Road north of Diamond Heights Drive, and Blossom Hill Road are classified as Class III bike routes.

#### **4.15.1.4      *Public Transportation***

The Santa Clara Valley Transportation Authority (VTA) provides bus and light rail service in Santa Clara County. Caltrain provides passenger rail service through the project area.

VTA routes 38, 68 and 72 provide transit service to the project area. Route 38 provides service between Monterey Road and Senter Road to the Winchester Transit Center. Route 68 provides service from Gilroy/Gavilan College to San José Diridon Station. Route 68 stops at the intersection of Monterey Road /Branham Lane and Monterey Road/Edenvue Drive. Route 72 provides service from the Santa Teresa Light Rail Station to Downtown San José. Route 72 stops at the project site.

Caltrain is a regional, commuter rail line between San Francisco and Gilroy. The Blossom Hill Station is located 1.6 miles from the project site and is the nearest station to the project site. Caltrain tracks run parallel to Monterey Road in the project area. Northbound trains depart Blossom Hill Station at 6:35 AM, 6:58 AM, and 7:33 AM and southbound trains arrive at Blossom Hill Station at 4:58 PM, 6:35 PM and 7:15 PM.

#### **4.15.1.5      *Analysis Methodologies and Level of Service Standards***

The operations of roadway facilities are described with the term level of service (LOS). LOS is a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six LOS levels are defined that range from LOS A, with the best operating conditions, to LOS F, with the worst operating conditions. Operations are designated as LOS F when volumes exceed capacity, resulting in stop-and-go conditions.

### **Signalized Intersections**

The level of service method approved by Santa Clara County Valley Transportation Authority (VTA) for signalized intersections and adopted by the City of San José is the method described in Chapter 16 of the 2000 Highway Capacity Manual with adjusted saturation flow rates to reflect conditions in Santa Clara County. This method evaluates signalized intersection operations based on the average control vehicular delay. The correlation between delay and level of service is shown in Table 4.15-1. The minimum level of service standard for City of San José signalized intersections is LOS D.

The Santa Clara Valley Transportation Authority (VTA) administers the County Congestion Management Program (CMP). Because the project would generate fewer than 100 peak hour trips, a CMP freeway analysis is not required. The difference between the City and CMP LOS standards is that the City's standard for signalized intersections is LOS D or better, and the CMP LOS standard is LOS E or better.

Traffic conditions at two signalized intersections (Branham Lane/Monterey Road and Edenvue Drive/Monterey Road) were analyzed for the weekday PM peak hour of traffic. The PM peak hour of traffic is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average weekday.

## Unsignalized Intersections

Operations of the unsignalized study intersections are evaluated using the method contained in Chapter 17 of the 2000 HCM and calculated using TRAFFIX analysis software. Table 4.15-2 summarizes the relationship between delay and LOS for unsignalized intersections.

Traffic conditions at two unsignalized intersections (Branham Lane/Lyric Lane and Branham Lane /Edenview Drive) were analyzed for the weekday PM peak hour of traffic.

<b>TABLE 4.15-1</b>		
<b>SIGNALIZED INTERSECTION LOS BASED ON AVERAGE CONTROL DELAY</b>		
<b>Level of Service</b>	<b>Description</b>	<b>Average Control Delay per Vehicle (Seconds)</b>
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Less than 10.0
B	Operations with low delay occurring with good progression and/or short cycle length.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0
Source: Transportation Research Board, Highway Capacity Manual (2000), Washington, D.C.		

<b>TABLE 4.15-2</b>		
<b>UNSIGNALIZED INTERSECTION LOS BASED ON AVERAGE CONTROL DELAY</b>		
<b>Level of Service</b>	<b>Description</b>	<b>Average Control Delay per Vehicle (Seconds)</b>
A	Little or no delay.	Less than 10.0
B	Short traffic delays.	10.1 to 15.0
C	Average traffic delays.	15.1 to 25.0
D	Long traffic delays.	25.1 to 35.0
E	Very long traffic delays.	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded.	Greater than 50.0
Source: Highway Capacity Manual, Transportation Research Board, 2000.		

#### 4.15.1.6 *Existing Intersection Levels of Service and Traffic Conditions*

The results of the intersection level of service analysis under existing conditions are summarized in Table 4.15-3, below. The results show that two of the study intersections currently operate acceptably during the PM peak hour of traffic.

<b>TABLE 4.15-2 INTERSECTION LEVEL OF SERVICE SUMMARY</b>									
		<b>Existing</b>		<b>Background</b>		<b>Project Conditions</b>			
<b>Intersection</b>	<b>Peak Hour</b>	<b>Ave. Delay</b>	<b>LOS</b>	<b>Ave. Delay</b>	<b>LOS</b>	<b>Ave. Delay</b>	<b>LOS</b>	<b>Critical Delay Change</b>	<b>Critical V/C Change</b>
Branham Lane/Monterey Road*	PM	34.0	C-	34.4	C-	34.9	C-	0.006	+0.7
Branham Lane/Lyric Lane	PM	13.8	B	14.6	B	15.7	C	0.000	-0.1
Branham Lane/Edenvue Drive	PM	8.5	A	8.7	A	8.8	A	0.012	+0.1
Edenvue Drive/Branham Lane	PM	13.3	B	11.3	B+	11.5	B+	0.003	+0.3
*Denotes CMP Intersection									

#### **Field Observations**

Traffic conditions were observed in the field to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The level of service analysis appears to accurately reflect actual existing traffic conditions.

#### 4.15.1.7 *Background Conditions*

##### **Background Traffic Volumes**

Traffic volumes for background conditions include volumes from existing traffic, plus traffic generated by approved but not yet constructed developments in the vicinity of the project site (e.g., Edenvale Library). For this analysis, it is assumed that the transportation network under background conditions would be the same as the existing transportation network.

##### **Background Intersection Levels of Service**

The results of the intersection level of service analysis under background conditions are summarized in Table 4.15-2, above. The results show that the study intersections would operate at an acceptable LOS during the PM peak hour of traffic under background conditions.

#### 4.15.2 Environmental Checklist and Discussion of Impacts

TRANSPORTATION/TRAFFIC						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio of roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,13
2) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,13
3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,13
5) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
6) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3
7) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

##### 4.15.2.1 *Significant Impact Criteria*

#### **Signalized Intersections**

For the purposes of this Initial Study, a traffic impact to a signalized intersection from the proposed project is considered significant if:

- The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under project conditions, or
- The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by 0.01 or more.

## Unsignalized Intersections

For this analysis, significant impacts to unsignalized intersections are defined to occur when the addition of project traffic causes the worst movement/approach to degrade from an acceptable level of service (i.e., LOS D) under Background Conditions to an unacceptable level of service (i.e., LOS E or F) and the intersection satisfies any traffic signal warrants from the Manual on Uniform Traffic Control published by the Federal Highway Administration.

### 4.15.2.2 *Project Impacts*

The traffic generated by the proposed project and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the volume of traffic entering and exiting the site is estimated for the AM and PM peak hours. The trip distribution estimates the directions to and from the project site that the project trips would travel. The trip assignment places the project trips onto specific streets/intersections.

### **Trip Generation**

The community center would be a joint-use facility between the Oak Grove Elementary School District and the City of San José. During the day, the school district would use the community center building for recreation and education activities. During weekday evenings and weekends, the community center would be used by the City as a local community facility. The amount of traffic added to the surrounding roadway system by the proposed community center was estimated using the preliminary activity schedule, input from the project's architect, and data from the Metropolitan Transportation Commission's (MTC) 2000 San Francisco Bay Area Travel Survey (2004). The trip generation assumed that during the evening peak hour a total of 100 visitors would be using the community center. Forty would use the dance/fitness room and 60 would use the multipurpose room. This represents a conservative estimate, because it assumes simultaneous (i.e., 100 percent) classroom occupancy. Because activity during the morning peak hour would only consist of existing trips currently generated by the Davis Intermediate School and minimal employee traffic to the proposed community center (i.e., fewer than 6 trips), only the PM peak hour trip generation was evaluated in the traffic analysis.

The following assumptions were made regarding the mode split and vehicle occupancy. The trip generation assumes that 65 percent of visitors in the PM peak hour would drive to the center alone, 15 percent of visitors would travel by a non-vehicular mode (i.e., walk, bike, transit, etc.), 10 percent of visitors would carpool with an average of 2.0 visitors per vehicle, and 10 percent of visitors would be dropped-off and picked-up with one visitor per vehicle. During the PM peak hour at full build-out, the proposed recreation center is projected to generate 90 PM peak hour trips (10 inbound and 80 outbound) during the academic year.

The project trip generation estimate is summarized in Table 4.15-3, on the following page.

<b>TABLE 4.15-3 PROJECT TRIP GENERATION ESTIMATE</b>				
	<b>PM Peak Hour</b>			
	<b>Rate</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
<b>Community Center (100 Visitors)</b>	0.90 <sup>1</sup>	10	80	90
<sup>1</sup> Per visitor.				



## **Trip Distribution and Assignment**

The directions of approach and departure for the project trips were estimated based on the locations of complementary land uses, existing travel patterns in the area, and the locations of the project site driveway. All project traffic was assumed to enter and exit the project's driveway on Branham Lane. Additionally, the locations of existing City of San José community centers and a district map for Davis Intermediate School were reviewed to estimate project traffic distribution. The new project trips generated by the proposed community center were assigned to the roadway system based on the directions of approach and departure.

The new project trips were added to the background traffic volumes to establish intersection volumes for the project condition. Project conditions were evaluated relative to background conditions to determine potential project impacts.

## **Project Intersection Levels of Service**

The results of the intersection level of service analysis under project conditions are summarized in Table 4.15-2. The results show that the study intersections would operate at an acceptable LOS under project conditions. For this reason, the proposed community center is not expected to substantially affect intersection operations in the project area.

### **4.15.2.4      *Parking***

The proposed community center would be a joint-use facility between the Oak Grove Elementary School District and the City of San José. The proposed community center includes a surface parking lot with a total of 55 spaces. In addition, there are 102 parking spaces on the adjacent Caroline Davis Intermediate School campus. The City of San Jose and the Oak Grove Elementary School District are currently of finalizing a shared-parking agreement that would allow visitors of the community center to use the parking facilities at the adjacent intermediate school.

The City of San José Municipal Code requires the proposed community center to provide a total of seventy (70) off-street parking spaces. Assuming a shared-parking agreement between the City and the District is finalized, the proposed parking supply would be sufficient.

In the event that a shared-parking agreement between the District and the City is not finalized, the parking demand of the proposed community center may exceed the supply of off-street parking spaces (i.e., 55 parking spaces), especially during large events. Visitors driving to these underparked events would be forced to park on the surrounding streets. There is sufficient on-street parking and pedestrian facilities (e.g. sidewalks and crosswalks) in the project area to safely accommodate visitor parking for the proposed community center. For this reason, the proposed project would not result in a significant parking impact.

### **4.15.2.5      *Public Transit***

During construction of the proposed project, the existing VTA bus stop located on Branham Lane East and adjacent to the project site would be moved. The temporary relocation of the bus stop during project construction would substantially affect public transportation.

#### **4.15.3            Conclusion**

The proposed project would have a less than significant impact on traffic, transportation, and parking. **[Less than Significant Impact]**

## 4.16 UTILITIES AND SERVICE SYSTEMS

### 4.16.1 Existing Setting

The project site is currently developed and is served with sanitary sewer, storm drainage, and water service. Electricity, gas, and solid waste collection service is also currently provided to the site.

#### 4.16.1.1 *Water*

Water service to the project site is provided by Great Oaks Water Company. A 12-inch water line is located north of the project site in the Branham Lane East right-of-way.

#### 4.16.1.2 *Sanitary Sewer/Wastewater Treatment*

Sanitary sewer service and sewage treatment is provided to the project site by the City of San José. A 30-inch sanitary sewer line passes through the project site. The San José/Santa Clara Water Pollution Control Plant provides tertiary treatment of the wastewater.

#### 4.16.1.3 *Storm Drainage*

Storm drainage service is provided to the project site by the City of San José. A 12-inch storm drain line is located east of the project site in the Edenvue Drive right-of-way.

#### 4.16.1.4 *Solid Waste*

Solid waste at the project site is collected by the Oak Grove School District and disposed of at Kirby Canyon Landfill under an agreement with the Oak Grove School District and the landfill.

### 4.16.2 Environmental Checklist and Discussion of Impacts

UTILITIES AND SERVICE SYSTEMS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
3) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2

UTILITIES AND SERVICE SYSTEMS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
5) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
7) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2

The project site is currently served with all utilities necessary to serve the proposed community center. The project would incrementally increase demand upon the existing utility and service systems; however, this would not exceed the capacity of the existing utility and service systems that currently serve the project site.

An existing 30-inch sanitary sewer line crosses the project site in a northwest direction from the intersection of War Admiral Avenue/Edenview Drive to Branham Lane East. The project would relocate the sanitary sewer line into the right-of-ways of Edenview Drive and Branham Lane East. Relocation of the existing sanitary sewer line would not reduce capacity or otherwise impede the functionality of the sanitary sewer system in the project area.

#### 4.16.3 Conclusion

The proposed project would not exceed the capacity of existing utility systems. **[Less than Significant Impact]**

#### 4.17

#### MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,7
2) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-20
3) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-20
4) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-20

##### 4.17.1 Conclusion

Global climate change is the alteration of the Earth’s weather including its temperature, precipitation, and wind patterns. The world’s leading climate scientists have reached consensus that global climate change is underway and is very likely caused by humans.<sup>4</sup>

Agencies at the international, national, state, and local levels are considering strategies to control emissions of gases that contribute to global warming. There is no comprehensive strategy that is being implemented on a global scale that addresses climate change; however, in California a multi-agency “Climate Action Team”, has identified a range of strategies and the Air Resources Board, under Assembly Bill (AB) 32, has been designated to adopt the main plan for reducing California’s greenhouse gas (GHG) emissions by January 1, 2009, and regulations and other initiatives for reducing GHG emissions by January 1, 2011. AB 32 requires achievement by 2020 of a statewide greenhouse gas emissions limit equivalent to 1990 emissions, and the adoption of rules and

4 IPCC, 2007: Summary for Policymakers. In: Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change [Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor and H.L. Miller (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA. Available at: <http://www.ipcc.ch/>.

regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions. By 2050, the state plans to reduce emissions to 80 percent below 1990 levels.

On March 6, 2007 the City of San José adopted an updated Green Building Policy (8-13), which requires all new municipal buildings over 10,000 square feet to be constructed to achieve LEED™ Silver level certification at a minimum, with a goal of reaching LEED™ Gold or Platinum certification. The proposed community center would be approximately 20,500 square feet and, therefore, would comply with the City's Green Building Policy. The current design for the proposed community center achieves Silver certification, and Gold certification is still a possibility.<sup>5</sup>

Because the proposed project is infill development that would comply with the City's Green Building Policy, the project would not impede the state's ability to reach the emission reduction limits/standards set forth in AB 32.

Based on the discussion above and with the implementation of the standard measures included in the project and described in the specific sections of this Initial Study (refer to **Section 4. Environmental Checklist and Discussion of Impacts**), the proposed project would not result in significant environmental impacts.

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<sup>5</sup> Mary Jo McCully. The San Jose Redevelopment Agency. Phone Communication. December 17, 2007.

## Checklist Sources

1. CEQA Guidelines - Environmental Thresholds (Professional judgment and expertise and review of project plans).
2. City of San José, *2020 General Plan*.
3. City of San José, *Municipal Zoning Ordinance*.
4. California Department of Conservation, *Santa Clara County Important Farmlands Map*, 2004, June 2005.
5. Bay Area Air Quality Management District, *CEQA Guidelines*, 2001.
6. John Steinbach, *Preliminary Tree Report Edenvale Community Center, San José, CA*, July 2007.
7. Holman and Associates, *Cultural Resources Inspection of the Edenvale Community Center Project Area, San José, Santa Clara, California*, September 10, 2007.
8. United States Department of Agriculture, Soil Conservation Service, *Soils of Santa Clara County*, 1968.
9. County of Santa Clara, Department of Public Works, *Soil Map Sheet 10N/02E, #28*, 1964.
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